

ALL THE LATEST NEWS OF THE BUSINESS WORLD.

NEWS OF DEALS BOOMS MARKET

Reports of Vast Transactions Soon to Be Made Affect the Trading.

VOLUME OF TRADE HEAVY.

Opening Was Strong, Followed by Fractional Recessions, Except in Colorado Fuel, Which Fell Off 3 Points

Forecoming deals of vast importance and of great variety were the factors held out by the bulls to-day to induce a continuance of yesterday's spectacular advance in the stock market.

The news was lacking official approval in some instances, but so strong was the general belief that the financial world is soon to know details of prime importance that the tone was strong and the volume of trading almost equal to yesterday's.

As usual, the bullish news centered about Mr. Morgan and his plans, and the fact that he was hard at work in his office by 11 o'clock had an appreciable strengthening effect upon the general list.

The proposed high pooling of Southern Railway investment, as has been outlined tentatively in all insured outlines of the Morgan plans, induced investment buying to-day in a volume sufficiently large to rob the market of its recent professional tinge.

Opening Was Strong.

Under the stimulus of early buying orders from London the opening was strong, but as the day advanced such a flood of selling orders was encountered that the upward tendency was checked.

Fractional recessions, however, were the rule, except in the case of L. & N. and Colorado Fuel & Iron.

Under stress of defeat after defeat for the Gates party in the Colorado suit for control the stock broke 3 points below its low level of yesterday and was unsettled at the lowest.

It was believed generally that the Gates contingent was unloading its stock as rapidly as possible and this had a depressing effect upon allied issues.

A sharp rally in the automotive coal carriers, led by Reading and Ontario and Western, led to a renewed hope that some action would soon be taken to end the trouble at the mines.

Among the general railroad issues the Gould group was somewhat weaker on reports that the corn crop was not yet entirely safe.

London Buys Steel.

In the industrial list, American Telephone and Telegraph scored an advance of 3 per cent., and the steel issues were buoyant.

A feature in the steel transactions was heavy buying orders from London. It has heretofore been persistently bullish, and to-day's change of front was, therefore, all the more pronounced.

The features of the monetary situation to-day were a decrease in call money rates to 3 1/2 per cent., and the transfer of \$10,000 in currency to Cincinnati.

This is the first transfer since Aug. 6, and correctly indicates the initial movement of money west specifically for transporting crops to market.

The foreign exchange market was firmer and there was a better demand to-day.

COL. FUEL COST GATES MILLIONS

Decline in Stocks Bears Heavily on Defeated Chicago Plunger and His Friends.

TOTAL ABOUT \$3,000,000.

Fight Now to Go On in the Courts, but Gates's Firm Announces that the Battle Has Only Begun.

The resignation of John W. Gates, John J. Mitchell, James Bean and Mr. Lambert, as directors of the Colorado Fuel and Iron Company followed so quickly their defeat by President Osgood that it disconcerted their following.

It is now learned that this was merely another move on the part of the Gates forces to put themselves in position every further step made by the Osgood management.

Friends of Mr. Gates estimate that he has lost over \$3,000,000 in the fight thus far.

He started out to throw President Osgood and his faction out of office. To be successful, he acquired a majority of the stock, or 200,000 shares.

Paper Losses \$2,000,000.

Yesterday's sensational drop in the price of the stock, added to to-day's decline, made his losses on paper over \$2,000,000.

In addition, he has spent money freely and paid high prices for a great deal of his stock.

Thus far it has been a costly experiment—this contest with the nimble-witted President of the company.

President Osgood charges that the Gates animus is directed toward him because he refused to let Gates sell the company to the Steel Trust.

Explanation by the Firm.

Charles G. Gates, of the firm of Harris, Gates & Co., sent this telegram to his Chicago office before the market opened:

The break in C. F. I. has cleaned the street of weak holders. People have read the airing given in newspaper headlines about the Gates Waterloo and have concluded we are licked.

We have only started. Think worst is over and that break yesterday will be the low point for some time to come, as I do not see how anything can happen now except for the better.

More than an hour after this was written Colorado Fuel and Iron broke over 3 points, making another paper loss to the Gates contingent of \$600,000.

Gates Starts for Chicago.

DENVER, Col., Aug. 21.—The resignations of Messrs. Gates, Mitchell, Bean and Lambert as directors of the Colorado Fuel and Iron Company were sent to the headquarters of the company shortly before the time for the annual meeting, but no action was taken by the Board, as there was no meeting.

The resignation of the four men named are now out, as it is not necessary for any further action to be taken on the resignations.

Gates and his party left for Chicago this afternoon and the fight will be left to the lawyers to handle.

RUSSELL SAGE'S NOTE OF WARNING TO J. P. MORGAN.

The Aged Financier Declares that the Adoption of the Trust Idea Will Eventually Result in One of the Greatest Financial Cataclysms the Country Has Yet Experienced.

Russell Sage, for more than sixty-five years one of the closest observers of finance and the temper of the American people, does not agree with J. Pierpont Morgan regarding the combination and consolidation of all the great industries. Mr. Sage believes that the combination of all the great industries will inevitably result in one of the greatest financial crashes ever seen in the United States, and that, too, at no very distant period.

Mr. Morgan returned from Europe with his mind fixed on but one thing—the combination of all industries in the same manner as he has organized the shipping, steel, railway and coal interests. He frankly admits the era of gigantic trusts has only begun, and that in the near future even more gigantic corporations than the Billion-Dollar Steel Trust will most certainly result.

Mr. Sage bases his belief that combinations and trusts of the kind described by Mr. Morgan will not be tolerated on his observations and knowledge of the character of the American people.

"Combinations of all great industries are a menace to the government," declared Mr. Sage in his private office to an Evening World reporter. "Such combinations are not only a menace, but are the oppressors of the people. AMERICAN PEOPLE WILL REVOLT."

"Should an era of combinations ensue the American people will certainly revolt against them, and if they do there will be financial ruin such as people have never dreamed of in the history of the world."

"There are certain times when combinations are useful and beneficial. When several industries are beginning business it is well for the individuals to combine for mutual protection until the business is gotten on its feet. When the business is firmly established the combination should be disrupted and conducted along individual lines. The embarrassment of one individual would not then mean the wrecking of the industry. It is better to have such industries divided among several individuals than combined into one great corporation, the embarrassment of which would mean the ruin of all."

"Industries conducted along individual lines have many safeguards. Instead of but once source each individual has several separate and distinct from the others to which to apply for aid during any great trouble. COMBINATIONS BECOME MONOPOLIES."

"If a combination is continued after the industry is well established it becomes a monopoly and a menace to its own commercial life as well as to the Government."

"The American people will most certainly revolt at no very distant time against the enormous combinations of the various industries. If continued the combinations will some day result in financial ruin not only to those interested but to the country."

"The success attending the combinations of some industries has led to the belief that the same success will mark the organization of other great combinations. This will not prove so, and before many years every one will realize it."

Mr. Sage said Mr. Morgan was a close friend of his and they agreed upon many matters of business, but not upon the question of combinations.

MORGAN'S BELIEF IN THE TRUST FUTURE.

In conversation with Mr. G. A. Parkin on the voyage to this city, J. Pierpont Morgan gives his views on the trusts.

"Mr. Morgan's word picture of the ideal industrial development is so vast that I confess I could not adequately comprehend it," said Mr. Parkin. "Combination is the keynote of his idea. He claims the idea of combination will progress, growing wider and greater all the time. The steamship trust he used as an illustration, saying the present plan was only the beginning of an ultimately vast combination of shipping interests. His idea is so great that it has completely enthralled me, and I asked permission to visit him at his office and hear him more fully develop his idea for me."

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MILLIONS SENT TO PAY FOR BIG CROPS

New York Banks Ship \$10,000,000 as a Starter and Much Greater Sums Will Soon Be Forwarded.

The crop money movement has been inaugurated. New York banks have begun to ship currency to the West and South to move the crops.

Thus far it is estimated that not more than \$10,000,000 have been sent from this center, but grain and cotton prices are high and both will probably be sent to market as rapidly as possible.

The Gates corn corner in July caused New York to send about \$15,000,000 to Chicago, nearly half of which has been kept there, and which is computed in the amount estimated.

Bankers say that while it is impossible to make an estimate of the sums that will be needed, it will run away up in the millions.

The crops are larger this year than last, but the country is more prosperous and there is more money.

BELMONT CONSULTS MORGAN ON L. & N.

Chairman of the Board of Directors of the Road Calls on Financier and They Confer for an Hour.

August Belmont, chairman of the Board of Directors of the Louisville & Nashville Railway, called at J. P. Morgan & Co.'s this afternoon, and for nearly an hour was closeted with the returned financier.

It is asserted that at this meeting Mr. Morgan told Mr. Belmont what his plans for the future of the property are, and that the latter gave his full consent to them.

How soon the details will be made public is not known, but it is said that Mr. Morgan wants to get the matter settled as quickly as possible.

The option he held on the 20,000 shares owned by John W. Gates and Edward T. Hawley was sold to the general government of the road Mr. Morgan will have to consult no one.

The interests of the Rothschilds are to be taken care of in the Morgan settlement, and there will be no friction with the foreign interests that formerly owned control.

LONDON MARKET STRONG.

Reading and Other Coalers Lead Advance in American Department.

At London to-day the market for American Railway shares is strong, with the coalers leading. Reading is equal to 88, an advance of 3-8 per cent. The first preferred is equal to 88 3/4, the second preferred to 73 1/2. Pennsylvania to 100 1/2, and Ontario & Western to 35, an advance of 1-2 per cent. Securities, generally speaking, were steady. There is no quotable change in South African stocks. Rio Tinto figured at 43 5/8.

Wall Street still believes that in the end L. & N. will be given a big guarantee by other Southern roads under control of Mr. Morgan, and the general belief still inclines to a guarantee of 7 per cent.

This guarantee would have to be made by the Seaboard Air Line, the Atlantic Coast Line directly, and the Southern Railway indirectly.

The sharp break in L. & N. stock, which drove it down four points below yesterday's highest, was due chiefly to realizing and an effort of the Chicago contingent to shake out some of its following.

It is said that the road under the guarantee plan will be managed by a directorate, and that the Belmont board will thus have nominal charge of the system.

GOSSIP IN AND ABOUT WALL STREET.

Wall Street Wants More Trusts

J. Pierpont Morgan's interpretation of the trust question—that it will extend to every field of financial and business endeavor—is highly pleasing to Wall street. Every consolidation of business interests, every combination of big companies, every merger, is followed by a new issue of bonds and stocks. This means new business, new possibilities, increased chances for big profits to the speculative world and for that reason is eminently satisfactory. The more new issues there are to attract the public the larger the volume of business done in Wall street, and correspondingly the profits are increased.

The Bank of England's rate of discount was unchanged to-day at 3 per cent.

Cash Flows in from Country.

An odd feature of the money market at this time is the enormous offerings of country funds here. The continued discussion of the monetary situation and outlook has led capitalists, banks and financial institutions from the interior to ship to Wall street their unemployed balances. The same idea seems to have struck all the country financiers at once. The result is that the Wall street call loan market is glutted with millions from the interior. In the expectation of getting higher rates before the money was needed for crop moving purposes, it was sent here. Call money rates have broken from 6 per cent. to 3 1/2 per cent. this week.

Developments are soon expected in the rumor of a deal between the Western Union Telegraph Company and interests heretofore inimical to it. That there is the possibility of a big consolidation plan is explicitly set forth by Western Union interests that do not cater to stock market tales.

Aud by Wheat Figures.

Grain exporters who spend their entire time figuring for the benefit of speculative Wall street, have left off reckoning the millions of bushels of wheat that have been raised in the United States this year. They are now giving their undivided attention to what shall be done with the crop. In their search for figures they have discovered that there is less wheat in existence at the beginning of the current season than there was a year ago. The conclusion reached is that the world's requirements for the coming crop year from Aug. 1, will not fall short of 440,000,000 bushels, and that America, Southeastern Europe and North Africa will be called upon to contribute 388,000,000 bushels, or within 24,000,000 bushels of last year's shipments.

Ice Trust experts believe that a reorganization of the trust is impending, and that it will be carried through before the close of the season. The prominent men of the original trust who sold their holdings last spring may take up the reorganization.

George Gould's Little Road.

George Gould's latest copartnership in the building of railroads is with Ocean County and the State of New Jersey. As a joint partner with the county and State in the enterprise of building a ten-mile road to run from his estate at Lakewood to Point Pleasant Mr. Gould will have to pay \$18,000, which is one-third of the cost construction. The financing of the \$54,000 enterprise is said to have been already accomplished and no underwriting syndicate will be necessary to supply the funds. When the road is completed Lakewood folk will have a direct route to the seacoast.

For the second week in August the Chicago, Cleveland, Cincinnati & St. Louis Railroad reports gross earnings of \$83,000, an increase of \$4,375. From Jan. 1 its gross earnings were \$2,182,846, an increase of \$271,750.

New Colorado Southern Plan.

Plans are afoot for the early termination of the voting trust in Colorado Southern. Edwin S. Hawley, George Crocker and Mrs. Collis P. Huntington, the new owner of a majority of the stock, want to control it absolutely and without hamper from other sources. The plan they have submitted for the termination of the trust and a return of the management of the majority stockholders includes a proposition to put the second preferred on a 3 per cent. dividend basis and to continue the 4 per cent. dividend on the first preferred. It is believed that the plan will be accepted.

The Cotton Market.

The local cotton market opened barely steady to-day with prices one to three points lower.

Profit taking by smaller longs, who were made uneasy by weakness in Liverpool yesterday, was met by stubborn Wall street buying which soon turned prices upward to the closing figures of yesterday.

Liverpool, finding the market here in no mood to ease, later raised and there were a few foreign buying orders received.

The opening prices were: August, 8 1/2 bid; September, 8 1/2 to 8 3/4; October, 7 3/4 to 7 1/2; November, 7 3/4 to 7 1/2; December, 7 3/4 to 7 1/2; January, 7 3/4 to 7 1/2; February, 7 3/4 to 7 1/2; March, 7 3/4 to 7 1/2; April, 7 3/4 to 7 1/2; May, 7 3/4 to 7 1/2; June, 7 3/4 to 7 1/2; July, 7 3/4 to 7 1/2; August, 7 3/4 to 7 1/2; September, 7 3/4 to 7 1/2; October, 7 3/4 to 7 1/2; November, 7 3/4 to 7 1/2; December, 7 3/4 to 7 1/2; January, 7 3/4 to 7 1/2; February, 7 3/4 to 7 1/2; March, 7 3/4 to 7 1/2; April, 7 3/4 to 7 1/2; May, 7 3/4 to 7 1/2; June, 7 3/4 to 7 1/2; July, 7 3/4 to 7 1/2; August, 7 3/4 to 7 1/2; September, 7 3/4 to 7 1/2; October, 7 3/4 to 7 1/2; November, 7 3/4 to 7 1/2; December, 7 3/4 to 7 1/2; January, 7 3/4 to 7 1/2; February, 7 3/4 to 7 1/2; March, 7 3/4 to 7 1/2; April, 7 3/4 to 7 1/2; May, 7 3/4 to 7 1/2; June, 7 3/4 to 7 1/2; July, 7 3/4 to 7 1/2; August, 7 3/4 to 7 1/2; September, 7 3/4 to 7 1/2; October, 7 3/4 to 7 1/2; November, 7 3/4 to 7 1/2; December, 7 3/4 to 7 1/2; 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